The products of Aali are simple in the extreme, pots, bowls, water jars and dishes, utensils which have always been used by the people of Bahrain and which still find a ready market though the increased prosperity of the people enables them to buy cheap imported goods. It is not necessary to go to Aali itself to see the products of the potteries for at the Suq al-Araba in Manama on Wednesday mornings and at the Suq al-Khamis market on Thursday mornings the people of Aali bring their goods for sale.

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At Aali the photographer will find many subjects for his camera. The potters in their workshops with the sun shining on the damp yellow clay, the symmetrical stacks of jars drying in the sun, the small boys in bright clothes running up and down the steep sides of the tumuli with objects to be baked and finally the removal of the finished articles, all these scenes provide fascinating pictures.

NURA (LIME)

Aali, as well as being the centre of the Bahrain pottery industry, is the principal place where lime is produced. Stone for the purpose is hewn from the ground in many parts of Bahrain, especially near Rifaa, and is taken in lorries or in donkey carts to Aali. Here the blocks of limestone are arranged on layers of wood, usually date palm trunks, and the wood is then fired. Men with large wooden flails stand round the piles of lime-stone and beat it into powder, chanting as they work and timing the singing to the down strokes of the threshers. When the lime becomes fine powder it is sieved and then placed in sacks. The produce of Aali commands a ready sale, for all the white-wash used in Bahrain is made there or in the neighbourhood and with the present building activities the people of the country have their work cut out to supply the local demand.

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There is also in Bahrain a lime factory, owned by a member of the Ruling Family, where lime is produced by modern methods.

FISHING

Fish and fish oil are used for many purposes in Bahrain. The former is one of the staple items of food among the poorer classes, it is used for manure in gardens and for feeding cows and donkeys. Fish oil is used for oiling wooden boats to make them seaworthy. The fact that Bahrain cows are fed on fish, together with dates, date stones, lucerne and bran, leads people to expect that the local milk will taste unusual. This is not true despite the reports of journalists, who hear about the fishy diet without tasting the milk and describe its flavour as unpleasant. Milk from Bahrain cows, if they receive a balanced diet, is unusually good and has a higher average fat content than the milk of ordinary English cows. The use of fish oil on the boats along the shore has little to commend itself to visitors, the smell is extremely disagreeable and drives the people who live in houses near the sea to shut all their windows when the boats are being treated.

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the most logical is that of H. R. P. Dickson, who says in his *The Arab of the Desert* that the name is derived from the Indian boat called "Gallevat" which is in turn derived from the Portuguese "Galeote" or Galley. 501 396

The type of craft most used for pearling in Bahrain is the Sambuq, which has a long finely curved bow and a square stern. It has two masts and is usually fully decked. Another boat of the same type is the Shu'ai, which only differs from the Sambuq in the shape of the stem piece. A second boat with Portuguese connections is the Baghala, a large craft with a comparatively short curved stem-piece. The Baghala has a distinctive square stern set with windows, which, although often false, give the stern the appearance of an old fashioned European man-of-war. The largest boat now being built is the Boom, which can be identified by its long straight stem-piece and its stern, set about 10° from the vertical.

Boats are not built on the scale of former days, for the decline of the pearling industry and the development of the fast launch have reduced the demand for the large old-fashioned sailing boats. Launches need a smaller crew, they are more useful for work between steamers and the shore and over short distances, and are now in many other ways a more satisfactory investment than sailing boats.

Many small types of boats are used around the shores of Bahrain for fishing and for carrying passengers between the islands. Some of these are built like miniature sambuq, while others have the vertical bow of the jalibut. There is also the huri, a primitive canoe hollowed out of the trunk of a tree and imported from Africa for use as a ship's dinghy. An entirely local product is the huwairiyah, a craft built of date stems tightly tied together with date fibre and soaked in fish oil. These little boats, which if well made are entirely water-proof, can carry a man or two boys and are used for fishing and ferrying.

A question that always confuses visitors to Bahrain is the word "dhow"; this name, originally unknown to the Arabs, is used by Europeans to include all Persian Gulf sailing boats, and has become so general that Arabs, finding the word useful, are now beginning to use it themselves.

The craftsmen who make the boats of Bahrain have an interesting sideline, they make perfect miniature models of the large sailing boats, not only of the ones at present in use but also of the obsolete types, and these can be purchased from them and make interesting ornaments in the house or souvenirs of Bahrain. [523]

JUS

"Jus," the Arabic for gypsum, has always been used for building purposes in Bahrain; the pre-historic tombs are lined with it and it was used for the construction of the 10th century mosque at the Suq al-Khamis. It is found in slabs below the ground and is collected in many places in Bahrain, in Lozi, from the desert north of Awali and from the Howar Islands. The gypsum is often prepared on the spot where it 316 339

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is quarried, lorry loads of wood are brought out, and, as in the manufacture of lime, layers of gypsum are interspersed with layers of wood and the pile fired. The slabs of gypsum are then removed and beaten into a fine powder which, when mixed with water, acts like cement. It has the advantage of being quick setting and is still used by those who cannot afford to buy imported cement.

WEAVING

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Weaving is carried on in some of the villages of Bahrain, in Abu Saiba, south of the Budaiya Road and elsewhere. "Awzars," simple garments worn by the villagers around their waists in the summer, are woven from imported cotton, while in many coastal villages the sailors spend the winters weaving sail-cloth. The prisoners on Jidda Island are also employed in weaving, on imported Irish looms, but their activities can hardly be classed as a local industry.

CHAPTER VIII

THE ANTIQUITIES OF BAHRAIN

THE WORLD'S LARGEST GRAVEYARD

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THE tumuli of Bahrain have never been counted, but their number has been estimated at 50,000. In these tumuli Bahrain possesses one of the unsolved mysteries of archaeology, for despite the numerous expeditions that have been made to discover their origin, this is still in dispute.

There are three groups of tumuli in Bahrain. The largest group is that which lies on the plain between Aali and the Rifaas. The second group is to the far north of Bahrain, on each side of the Manama-Budaiya Road between Jidhafs and Diraz. The third group, consisting of a few dozen graves, is in the clearing to the north of the Suq al-Khamis Mosque.

The first group of tombs is daily passed by hundreds of people travelling between Manama and Awali, but the best examples of tumuli in this group are not along the main road but are near the village of Aali. These mounds are the largest in Bahrain and while some of them are used by the villagers for baking their pottery, the majority are just as they were left after their opening by various archaeologists. Most of these tombs face south-west and P. B. Cornwall[1] has suggested that the reason for this is that the builders of the mounds worshipped the Evening Star, Venus, which at sunset lies to the south-west. The majority of the tumuli have two storeys and, in the chamber tombs, there are niches cut into the sides of the passages. The sides and roofs of the graves themselves are of local stone and were originally covered with a layer of gypsum. Some of the tumuli are surrounded by low walls of mud and gravel. Finds in these tumuli have included the bones of men and animals, ivory statues, pieces of circular boxes, golden ornaments and earthenware vessels decorated with black stripes.

There is little agreement among the experts as to the origin and dating of these burials and each has drawn his own deductions from the

5: Bahrain G-5 (1926-1937) 1937 MZ2 Bahrain MZ2

658 In addition to these major works, a number of smaller buildings have been made, such as garages, dispensaries, extensions to existing buildings, quarantine station, small country schools, bridges, and water channels.

[339] In all buildings, local material is almost entirely employed. All buildings are made of coral stone, which is cut from the bed of the sea and brought to the shore in boats. Gutch plaster is obtained locally, and also lime, and the wood, although imported, is purchased from local merchants. Steel beams are bought in Europe, and latterly metal fittings have been imported direct from England.

Jufair Naval Base. At the request of the naval authorities the Bahrain Government undertook the construction of the Naval base at Jufair. The work lasted from May 1935 till May 1936. The most important buildings were a pier on the southern side of the point, 600 yards long and 10 feet wide, a canteen building with two billiard rooms, an officers' building, clerk-in-charge's house, store, Indian staff quarters, etc., etc. The Bahrain Government, in addition to the building, installed a complete water supply and drainage system; this part of the work was done by the State Engineer. All the houses were built in the usual style, of stone and cement, but tiles, imported from Busra, were used for flooring.

The cost of the most important buildings was approximately as follows:

Pier	Rs 12,800/-
Canteen	23,200/-
Clerk-in-Charge's house	11,400/-
Officers' building	18,800/-

The above figures do not include the cost of electric and water supply installation.

653 491 **Manamah-Muharraq Road.** For many years it had been the wish of His Highness Shaikh Hamad to build a road across the sea, connecting the towns of Manamah and Muharraq, which are separated by a mile and 1,166 yards of sea, much of which is dry at low tide. In the past, connection between the two islands was only possible by boats, and on some occasions, during very low tides or in abnormally rough weather, it was almost impossible to cross the gap. Muharraq town is almost as large as Manamah, and the island contains a number of villages as well as the town of Hedd, which is the third largest town in Bahrain. When Muharraq was used as an aerodrome, the need for easier communication between the two islands became more necessary. When the project of building a road across the sea with some sort of bridge over the deep channel was first discussed, many people considered and said that it was an impossible proposition.

In 1348 the causeway was begun. It was estimated that the cost of completing it, not including the bridge, would be Rs 6,00,000/-. It was built of coral stone, with outside walls of murubaa stone and a centre filling of fisht stone surfaced with sand, and provided with culverts at every 100 yards. The width of the road is 32 feet, and the maximum height from the sea bed at the deepest place is 13 feet.

The causeway, without the bridge, was completed and opened for motor traffic at the end of 1936. Work on the road has not been carried out continuously, but during the seven years of its construction when money has been available the work has been continued, and only at times other than the diving season, when much unemployment existed. The total cost of the road from Manamah to the edge of the deep channel and from Muharraq to the channel is Rs 1,99,800/-. Of this amount, Rs 4,000/- was subscribed by a merchant of Muharraq as a contribution from 'thilth.'

It is now possible to reach Muharraq in less than ten minutes, at all times of the day or night and in all weather conditions. There are motor bus services to and from the end of the causeway, and when arrangements have been made for crossing the channel, which are now under consideration, there will be a bus service to Muharraq, Hedd, and other villages on Muharraq island. Already the road has caused an improvement in property values in Muharraq, and people working in